



AGC/WSDOT ROADWAY TEAM

MINUTES for Meeting of June 19, 2003

AGC Office, Tacoma WA

Attending:

Frank Scarsella

Joe Spink

Ray Arnold

Bill Grady

Jim Spaid

Gordon Olson

David Jones

Minutes of May 9, 2003 Meeting

Distributed copies and no added comments made.

Old Business

Minutes of Other Team Meetings The minutes of the May 16, 2003 and June 6, 2003, meeting of the Administration Team and the March 7, 2003 Structures Team meeting were distributed.

Meeting notes from various industry/WSDOT teams may be viewed at the State Construction Office website at the following address:

<http://www.wsdot.wa.gov/biz/construction/Default.cfm>

Retaining Wall Specifications – Section 6-11, 9-03, 9-10, 9-33, and GSPs

Jim reported that there has been no opportunity to move these specifications forward since the last team meeting. This will stay on the agenda for future review.

Gas Tax Increase Adjustment Provisions Jim Spaid stated that he had received some comments and that he had talked with Ron Howard concerning the issue. Ron's thoughts were that the WSDOT would ask the contractors to certify their increased cost due to the Gas tax and have the contractors retain those records for a period of 3 years. Joe Spink shared that their additional cost to operate a truck would be around 50 cents per hour. Jim added that the increase in cost would be due on contract work bid before the contractor could know about the Gas Tax increase. It was also noted that the cost would need to be above \$500 before an adjustment could be requested.

Rewrite of section 5-04 Hot Mix Asphalt Jim Spaid handed out the latest draft of the section. This is the sixth draft of the specification rewrite. The team doing the rewrite consists of members from the Washington Asphalt Pavement Association and WSDOT Materials laboratory, Headquarters, and Regional staff and is chaired by David Erickson, Headquarters Construction Office. The next team meeting is Monday June 23, 2003. It

is expected that this rewrite will be completed and in the 2004 Standard Specifications, which will be effective in January 2004.

Joe Spink asked what would the local agencies, cities and counties do for mix designs. Would there still be a provision for them to use a Class A mix or would they have to use the new superpave mixes. Jim Spaid noted that a GSP would be created for the local agencies or that they could convert to a size class of superpave that would be close to the sizes they are currently using. Joe was interested in how they would get mix designs for use on local agency jobs. The locals like to reference WSDOT mixes. This option is still available, for superpave mixes. The new specifications require the contractor provide mix designs. Joe noted that they would be hiring additional full time staff to staff a laboratory and suggested that the costs are likely going to increase the per ton cost of asphalt.

Trench Excavation – 7-08.3(1)A and 7-10.3(7) – At this last team meeting, it was noted that there was a difference in the specifications for water main construction and sewer construction in the length of trench that could be left open each day ahead of the pipe laying operation. Discussions within WSDOT and American Public Works Association has lead to a proposed revision to this specification which will eliminate the distances that could be excavated ahead of pipe laying. Instead the section will require the all excavations be backfilled or covered per section 1-07.23(1). The group felt this would be a good solution.

New Business

Expansion Joints – Curbs, Gutters and Sidewalks Jim Spaid explained to the group the changes in the standard plans and specifications requiring an expansion joint every 15 feet. This change occurred in the April 2003 amendment package. The specifications previously required a contraction joint every 15 feet and expansion joints to match abutting pavement, at bridges, drainage structures, curb returns and were shown in the plans. Jim noted that since the specification has come out he has heard from some slip form people that this is not necessary and costly. Joe Spink and Bill Grady made comment that the city of Bellevue required full depth expansion joints at ten foot. Bill Grady suggested 20 foot spacing of the expansion joints with contraction joints at 10 feet. David Jones noted that the specifications in 1969 allowed either expansion joints every 15 feet or 20 feet with a contraction joint at ten feet. The specifications prior to this required expansion joints at 15 feet. In 1972 the specification was changed to 15 foot spacing for contraction joints at 15 feet and expansion joints as listed above. It was noted that it takes a lot of work to get a good joints when slip forming. Jim Spaid asked that if anyone knows of any resources related to this issue they should let him know.

Section 8-01 Erosion Control and Water Pollution Control Jim Spaid handed out the latest revisions to this section. Changes include the requirement for the contractor to either adopt the TESC plan or submit an alternative, and a requirement that the erosion control and water pollution control activities be listed in the project schedule. A question was asked were the 17 acres and 5 acres mentioned in the specifications came from. Ray Arnold noted that they are the standards used by the Department of Ecology. Jim also noted that there would be changes in 8-02 allow seeding to occur outside the specification window and be paid for as erosion control.

Nickel Project list Jim handed out several lists. One was the nickel funding package projects planned to start by June 2005, one was the full list enacted by the state legislature and the last one was a list of projects that are being highlighted including some public surveying. Jim also handed out a diagram showing what the “It’s your Nickel, Watch it Work” signs will look like that will be posted on these projects.

Other Items from the “floor”

Joe Spink brought up the issue of acceptance of temporary erosion control items. It is his feeling that the acceptance of these items should be accepted of the Qualified Products List. Gordon Olson and Ray Arnold noted that the current process of sampling and testing is being evaluated by the Department to determine if the existing acceptance procedures are appropriate. Tom Baker, State Materials Laboratory, is heading this effort up.

Kyle Zender, visiting the team from Wilder Construction, raised the issue of how to credit the contractor for lane rentals when the work changes, i.e. over runs, under runs and force account work. On lane rental projects or A + B bidding the contractor has built into their bids the time required to do all work on the travelway. When the work is changed, whether the work is on the critical path or not, an equitable adjustment may be needed in the lane rental amount as well as for the changes in the required work. The 25 percent value used to determine when an equitable adjustment is necessary was set at this level to account for quantity variations, not necessarily lane rentals. It was suggested that the adjustment for lane rentals begin at 5 or 10 percent, instead of 25 percent of the quantity. Rules need to be established to deal with these issues, the current process of determining working day adjustment based on critical path is not working for lane rentals.

Other Business

Discussion Topics

The following list of topics will be kept as part of the minutes and future agendas to indicate the items that have surfaced as issues for discussion by the team. As each issue is addressed, it may be removed from the list. As new issues are raised, they will be added to the list as a reminder of the things that need discussion:

{Note: Issues that are added will now include the date (11/30/00) they were included on the list so the team can track their longevity}

- Galvanizing of fence products – review of current specs for consistency.
- Shoulder Rock - further discussion of method of payment.
- Smoothness Specification for ACP - this is an issue of information. A subcommittee of the APAW/WSDOT Joint Task Force is working on the specifics of this issue.
- Longitudinal Wedge Joint
- Roller Speeds
- Testing Storm Sewer Pipe - recent changes in the testing requirements for HDPE pipe have increased the length of time for testing.
(5/24/01) - What is the background for those changes?
(9/20/01) - Discussed the duration of the test. Bill G. said why hold it so long when you know within the first few minutes if you have a leak and thus a failing pipe.

- Signal Detector Loops - Suggested the number of bid items could be reduced by bidding loops per each rather than separate bid items for each type of set (for instance, R1, R2, R3, etc. for loop sets of 1, 2 or 3 loops).
- Traffic Control Devices –NCHRP 350
- Paint Applications – What is the time required between the application (Std Spec Section 8-22)
- Structure Excavation Class B – backfilling trenches (5/9/03)
- Aggregate Substitution (5/9/03)

Next Meeting

September 18, 2003. The meeting will be held at the Tacoma AGC office beginning at 8:00am.